Listing of Claims:

This listing of claims reflects all claim amendments and replaces all prior versions, and listings, of claims in the application. Material to be inserted is in **bold and underline**, and material to be deleted is in ~~strikeout~~ or (if the deletion is of five or fewer consecutive characters or would be difficult to see) in double brackets [[ ]].

Please cancel claim 11, without prejudice.

Please amend claims 1, 2, and 5 as indicated below:

1. (Currently Amended) A method for removing an offshore jacket structure (15) standing on the seabed (16) in a body of water, said method comprising the steps of:

(a) providing a ballastable seagoing vessel (1) having a generally float-like main buoyancy section (2) **being generally planar and** being generally horizontal in the normal floating condition of the vessel (1) and having two **elongate** auxiliary buoyancy sections (3) ~~located~~ **protruding** above and on either side of the main buoyancy section (2) in said normal floating condition;

(b) bringing said vessel (1) into the vicinity of the jacket structure (15);

(c) ballasting the vessel (1) so ~~as to rotate the entire vessel so that the main section (2) assumes an approximately vertical condition and bringing the main section into contact with the jacket structure (15),~~ **that the entire vessel is at first rotated less than 90° from the horizontal, next it is lowered so that a lower end (11) of the vessel rests on the seabed (16) adjacent to the jacket structure (15), and whereupon the vessel is rotated beyond 90° to bring the main section (2) into contact with the jacket structure (15) while its lower end (11) is in contact with the seabed (16);** the auxiliary buoyancy sections (3) now being located on opposite sides of the jacket structure;

(d) securing the vessel (1) to the jacket structure (15) and **deballasting the auxiliary sections to rotate the vessel with the jacket structure, and further** de-ballasting the vessel

so as to raise the vessel with the jacket structure to the water surface (17) while rotating the ~~entire~~ vessel so that the **main section** assumes the generally horizontal position**.** ~~;~~

~~characterized in that in step (c) the entire vessel is at first rotated less than 90° from the horizontal, next it is lowered so that a lower end (11) of the vessel rests on the seabed (16) adjacent to the jacket structure (15), and whereupon the vessel is rotated beyond 90° into contact with the jacket structure (15) while its lower end (11) is in contact with the seabed (16).~~

2. (Currently Amended) The method according to claim 1, characterized in that in step **(c)** ~~(d)~~, before raising the vessel with the jacket structure, the auxiliary sections (3) are de-ballasted in order to rotate the vessel (1) with the jacket structure (15) while the lower end (11) of the vessel is substantially in rolling contact with the seabed until the main section (2) of the vessel forms an angle with the sea surface (17) of 30° – 70°.

3. (Previously Presented) The method according to claim 1, characterized by using a vessel (1) having in plan view substantially the shape of a delta with an extension (4, 5) at the apex, the extension forming the fore part of the vessel and the base (8, 9) of the delta forming the aft part, the auxiliary buoyancy sections (3) being located at the ends (8) of the base.

4. (Currently Amended) The method according to claim 1, characterized by providing the vessel (1) with permanent ballast (12) in ~~the~~ **an** aft part **of the vessel**.

5. (Currently Amended) A seagoing vessel (1) for removing ~~and installing~~ and transporting an offshore jacket structure (15), said vessel comprising a ballastable main buoyancy section (2) and two **elongate** auxiliary buoyancy sections (3) protruding **upwards** in the same direction on either side of the main section, ~~characterized in that~~ the main buoyancy section (2) is generally planar and has in plan view substantially the outline of an isosceles triangle with an extension at the apex, said extension (4, 5) forming the fore part of the vessel

(1) and the base (8, 9) of the triangle forming the aft part, the auxiliary sections (3) being located at the ends (8) of said base

wherein the seagoing vessel is configured such that by appropriate ballasting the entire vessel (1) can be rotated so that the main section (2) assumes an approximately vertical condition and can then be secured to the jacket structure (15) so that the auxiliary buoyancy sections (3) are located on opposites sides of the jacket structure (15), and then deballasted to rotate the vessel **with the jacket structure** back to a generally horizontal position **while bringing the vessel with the jacket structure to the water surface**.

6. (Previously Presented) The vessel according to claim 5, characterized in that a transverse buoyancy section (9) is bridging the gap between the auxiliary buoyancy sections (3), each auxiliary buoyancy section (3) comprising a single column.

7. (Previously Presented) The vessel according to claim 5, characterized in that at least the main section (2) of the vessel is made from stiffened flat steel plates.

8. (Previously Presented) The vessel according to claim 5, characterized in that it is provided with permanent or semi-permanent ballast (12) in the lower parts (8) of the auxiliary buoyancy sections (3).

9. (Previously Presented) The vessel according to claim 6, characterized in that it has a pump room (10) in the transverse buoyancy section (9) and a control room (5) in the fore part.

10. (Previously Presented) The vessel according to claim 5, characterized in that it has external rounded surfaces (11), at the lower ends of the auxiliary buoyancy sections (3, 8) configured to permit the vessel, when in use, to pivot towards or away from said jacket structure (15) while in contact with the seabed (16).

11. (Canceled)

12. (Previously Presented) The method according to claim 2, characterized in that the auxiliary sections (3) are de-ballasted in order to rotate the vessel (1) with the jacket structure (15) while the lower end (11) of the vessel is substantially in rolling contact with the seabed until the main section (2) of the vessel forms an angle with the sea surface (17) of about 60°.